

OUR RELIGIOUS COLUMN.

BETTER THAN CREEDS.
Worship God by doing good—
Works, not words; kind acts, not creeds.

UNCHANGABLE LOVE AND INEXHAUSTIBLE GRACE.
The love of Jesus, what it is
None but His loved ones know.

SUMMARY OF CHURCH NEWS.
Bishop Mellvaire, of Ohio, says that
of all the bishops of the Protestant Episcopal

tery, to become their pastor. Mr. Mack has
signified his acceptance of the call, and entered
upon his labors in this important field on the 1st inst.

LUTHERAN.
Bishop Sundberg has been appointed the
new Archbishop of Upsala. The appointment is
an excellent one. The death of Archbishop

THE FREEWILL BAPTIST CHURCH, in Tuscarora, Bradford county, Pa., was recognized as a regular Baptist on January 11, after a satisfactory examination of their doctrines and standing by a council.

EASTERN CHURCH.
The latest reports from Turkey state that there is great excitement in Bulgaria on account of the Convocation of an Ecumenical Council of the Greek Church.

ROMAN CATHOLIC.
According to the statistics of the Roman Catholic communion in Great Britain, there are 1 Roman Catholic bishops in England and Wales and 4 in Scotland.

MINISTERIAL RECORD.
The Rev. Carson W. Adams, of Mahopac Falls, has received a unanimous call from the Presbyterian Church at Waterville, N. Y.

METHODIST.
The Methodist Church at Salt Lake City has one hundred members, and six Methodist ministers are already at work in that Territory.

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ANCIENT AND MODERN DIVISIONS OF TIME.

It is not generally known that, a little more than a century ago, New Year's day was celebrated on the 25th of March throughout the British dominions, including America.

THE following enactments, adopted by Parliament, entitled "An act regulating the commencement of the Year, and for correcting the Calendar in use," were passed in the twenty-fourth year of George III.

THE act further corrects the calendar thus: "And that the natural day next immediately following the 24 day of September shall be called and accounted to be the 14th day of the month of March, shall not be made use of from and after the last day of December, 1751; and that the 1st day of January next following the said last day of December shall be reckoned, taken, deemed, and accounted to be the first day of our Lord, 1752, and so on from time to time. The first day of January in every year which shall happen in time to come shall be deemed and reckoned the first day of the year."

THE Chinese, who begin their day at midnight, and reckon to the midnight following, divide the interval into twelve hours, each equal to two of ours, and known by a name and particular figure.

THE Greeks divided the natural day into twelve hours—a practice derived from the Babylonians.

THE Romans called the time between the rising and the setting sun the natural day; in the interval into twelve hours, each equal to two of ours, and known by a name and particular figure.

THE first sundial seen at Rome was brought from Catania, in Sicily, in the first Punic war, as a part of the spoils of that city; and, after this period, they divided the day into twenty-four hours. An officer, called accensus, at one time proclaimed the hours, and at the bench of justice announced every three hours the time of day.

THE Cave of Adullam.—At last we are scrambling on foot down the steep craggy path which leads to the entrance to Adullam. The sword-bright, blue, and white, and the helmet, with many threats and pointings, in the charge of the horses, and we clamber along the narrow ledge leading to the mouth of the cave. It is infinitely difficult and rugged, and consists of a tortuous path a few inches wide, which twines along a jagged precipice five hundred feet high, on the other parts of which there is not footing for a wild goat. It is dizzy work, but we keep our eyes on the wall-like rock which stretches above us, avoid looking into the chasm below, and move slowly onwards, continually using both hands and feet.

A huge block of stone has fallen across the broken pathway close to the entrance to the cave. We clamber over it—not without the sort of help the Arab, give strangers at the Pyramids, and consists of butting you from behind, while half dislocating your shoulders by tugs in front—and are at the opening of a small grotto, which leads to a natural winding gallery some thirty feet long. We pant and squeeze through these, doffing most of our clothing, on Alee's advice, and find ourselves at last in a noble natural chamber one hundred and twenty feet long, and from thirty to forty-five feet wide.

This is the Cave of Adullam. The candles we have brought with us are attached to the walls, and the niches and stalactites of the lofty roof are seen through the darkness, irregular and dim. There is ample space here and in the recesses round for several hundred men; and when we consider its all but impossible approach, the ease with which it could be defended from the attack of what would be an overwhelming force elsewhere, its comparative nearness to Bethlehem, and weigh the evidence for and against the accuracy of the site, we come unanimously to the conclusion that tradition is in this instance right. Here it must have been that David longed for "the water of the well of Bethlehem, when he is weary by the gate," when the Philistines garrisoned by the Gathites; and along this cleft in the rock that three "mighty men" came after they had broken through the enemy's lines, obtained the coveted water, and were bringing it in triumph to their chief. There are several narrow passages branching out of the great cave, one of which runs for forty yards, and takes the explorer to a pit ten feet deep, into which he must drop, and there creep on all-fours, and finally crawl for seventy yards more, when he reaches another immense natural chamber. This is the end of the cave, so far as European travellers know, though the Arabs insist that miles, even to Telfos and Hebron. When we emerge into the blessed sunlight again, dusty, heated, and out of breath, Alee spreads his snow-white cloth and produces lunch. The Bedouins watch us from a distance, and we eat, drink, and smoke in a small cleft in the hill which overlooks the Wady and the terrible defile between Adullam and the outer world.—All the Year Round.

MILLINERY.
MRS. B. DILLON
NOS. 323 AND 324 SOUTH STREET,
FANCY AND MOURNING MILLINERY, CRAPE

Ladies' and Misses' Caps, Felt, Gimp, Hair, Satin, Silk, Straw and Velvets, Hats and Bonnets, French Flowers, Hat and Bonnet Frames, Capes, Laces, Silks, Satins, Velvets, Ribbons, Sashes, Ornaments and all kinds of Millinery Goods.

REAL ESTATE AT AUCTION.
NOTICE—BY VIRTUE AND IN EXERCISE OF the powers contained in a Mortgage executed by the THE CENTRAL PASSENGER RAILWAY COMPANY of the city of Philadelphia, bearing date of eighteenth of April, 1863, and recorded in the office for recording deeds and mortgages for the city and county of Philadelphia, in Mortgage Book C. H. No. 345, page 66, etc., the undersigned Trustee named in said Mortgage, PUBLIC AUCTION, at the MERCHANTS' EXCHANGE, in the city of Philadelphia, by MESSRS. THOMAS & SONS, AUCTIONEERS, at 12 o'clock M., on TUESDAY, the fourteenth day of February A. D. 1871, the property described in and conveyed by the said Mortgage, to-wit:—

No. 1. All those two contiguous lots or pieces of ground, with the buildings and improvements thereon erected, situate on the east side of Broad street, in the city of Philadelphia, one of them beginning at the distance of six feet seven inches and five-eighths southward from the southeast corner of the said Broad and Coates streets; thence extending eastward at right angles with said Broad street eight feet and six inches to ground now or late of Samuel Miller; thence southward along said ground, and at right angles with said Coates street, seventy-two feet to the northeast corner of an alley two feet six inches in width, leading southward into Penn street; thence westward, crossing said alley and along the lot of ground bounded by the said Broad street, the said Broad street, seventy-nine feet to the east side of the said Broad street; and thence northward along the said street, seventy-two feet to the northeast corner of the place of beginning; thence westward to the place of beginning. Subject to a ground-rent of \$250, silver money.

No. 2. The other of them situate at the northeast corner of the southeast corner of Coates street and Broad street, thence extending southward along the said Broad street nineteen feet seven inches and five-eighths of an inch; thence eastward eight feet one inch and one-half of an inch; thence northward, at right angles with said Coates street, nine feet to the south side of Coates street, and thence westward along the south side of said Coates street ninety feet to the place of beginning.

No. 3. The whole road, plank road and railway of the said The Central Passenger Railway Company of the city of Philadelphia, and all their land (not included in Nos. 1, 2 and 3), roadway, railway, rail, right of way, stations, toll-houses and other superstructures, depots, shops, grounds and other real estate, buildings and improvements whatsoever, and all and singular the corporate privileges and franchises connected with said company, and all the tolls, income issues and profits to accrue from the same or any part thereof belonging to said company, together with all the contracts, hereditaments and franchises of the said company. And also all the cars of every kind (not included in No. 4), machinery, tools, implements, materials connected with the proper equipment, operating and conducting of said road, plank road and railway; and all the personal property of every kind and description belonging to the said company.

Together with all the streets, ways, alleys, passages, waters, water-courses, easements, franchises, rights, claims, demands, and all other appurtenances whatsoever, unto any of the above-mentioned premises and estates belonging and appertaining, and the reversions and remainders, issues, and profits thereof, and all the estate, right, title, interest, property, claim, and demand of every nature and kind whatsoever of the said company, and of every part of it, in, to, and to the same and every part and parcel thereof.

TERMS OF SALE.
The properties will be sold in parcels as numbered. On each bid there shall be paid at the time the property is struck off—On No. 1, \$300; No. 2, \$200; No. 3, \$500; No. 4, \$100, unless the price is less than that sum, when the whole sum bid shall be paid.

W. L. SCHAEFFER, Trustee.
M. THOMAS & SONS, Auctioneers,
No. 139 and 141 S. FOURTH STREET.

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Together with all the streets, ways, alleys, passages, waters, water-courses, easements, franchises, rights, claims, demands, and all other appurtenances whatsoever, unto any of the above-mentioned premises and estates belonging and appertaining, and the reversions and remainders, issues, and profits thereof, and all the estate, right, title, interest, property, claim, and demand of every nature and kind whatsoever of the said company, and of every part of it, in, to, and to the same and every part and parcel thereof.

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W. L. SCHAEFFER, Trustee.
M. THOMAS & SONS, Auctioneers,
No. 139 and 141 S. FOURTH STREET.

REAL ESTATE—THOMAS & SONS' SALE.—The Union Club, No. 211 South Twelfth street, below Walnut street, Locust No. 211, the lot containing a front on Twelfth street 80 feet, and extending in depth 135 feet, with the privilege of court and alley in the rear. The property is well improved with elegant drawing-rooms, occupying all of the main building; large dining-rooms, kitchen, and other rooms; fine garden, 55 feet front, with fountain; bowling-alley; and a large stable, with a carriage house.

The above property is admirably suited for a restaurant, theatre, or public institution of any kind, being situated in a central and eligible position.

Terms easy.
M. THOMAS & SONS, Auctioneers,
No. 139 and 141 S. FOURTH ST.

CROCCERIES, ETC.
Choice New Crop Teas
AT REDUCED PRICES.
FINEST OOLONG, JAPAN, AND YOUNG HYSON TEAS.

Just received, which we now offer at a great reduction in prices, in half chests, 10 lb. boxes, and at retail.
The Old Mocha, Java, Laguaya, and Rio Coffee, at greatly reduced prices.

Giving to the late reduction in Government duties, we can now offer to our customers a large assortment of FIRST-CLASS GROCERIES at low rates.

WILLIAM KELLEY,
N. W. Corner TWELFTH Street and GIRARD Avenue,
11 10 (narrow) PHILADELPHIA.

ESTABLISHED 1809.
WARRANTED PURE
Old Government Java Coffee,
Roasted fresh every day, at only 35 cents per lb., or 3 lbs. for one dollar. Lovers of good Coffee, give this a trial and satisfy yourselves.

For sale only at
COUSTY'S East End Grocery,
No. 118 South SECOND St.,
9 17 (narrow) Below Chestnut, West Side.
N. B.—Choice Groceries of all kinds constantly arriving.

COAL.
ANTHRACITE COAL PER TON OF 2248
LEHIGH—Furnace, \$7.75; Stove, \$8; Nut, \$7.
SCHUYLKILL—Furnace, \$7; Stove, \$7.25; Nut, \$6.25.
EASTWICK & BROTHER,
Care of corner TWELFTH and SECOND Streets and WASHINGTON Avenue.
Office, No. 228 DOCK Street. 90 17 (narrow)

SNOWDON & RAUS' COAL DEPOT, CORNER DILLWY and WILLOW Streets.—Lehigh and Schuylkill COAL, prepared expressly for family use at the lowest cash prices. 11 17 (narrow)

WRIGHT'S
NE PLUS ULTRA
Minced Meat.
Unequaled for Quality.
CAUTION.—Beware of all imitations, as there but one WRIGHT in the market.
DEPOT,
SOUTHWEST CORNER
SPRING GARDEN and FRANKLIN
SOLD BY ALL GROCERS. 15 15 (narrow)

JOHN FARNUM & CO., COMMISSION MERCHANTS,
No. 409 CHESTNUT Street, Philadelphia. 15 15 (narrow)

SHIPPING.

LORRAINE STEAMSHIP COMPANY
FOR NEW YORK,
SAILING TUESDAYS, THURSDAYS, AND SATURDAYS AT NOON,
are now receiving freight at winter rates, commencing December 28. All goods shipped on and after this date will be charged as agreed upon by the agents of this company at the rate of ONE PER CENT. INSURANCE ONE-EIGHTH OF ONE PER CENT. No bill of lading or receipt signed for less than fifty cents, and no insurance effected for less than one dollar premium.

For further particulars and rates apply to Company's office, Pier 35 East river, New York, or to JOHN P. OHL,
PIER 19 NORTH WHARVES.
N. B.—Extra rates on small packages from Montreal, etc. 2 3 1

NATIONAL STEAMSHIP COMPANY
FOR NEW YORK, LIVERPOOL, AND QUEENSTOWN.
Steamers sail WEDNESDAY, THURSDAY, and SATURDAY.
Cabin, \$75 and \$65; Steerage, \$25. Excursion tickets, good for one year, liberally reduced. Persons sending for their friends can obtain tickets (steerage) for \$25. Tickets to and from London, Glasgow and Glasgow by this favorite route at the same low current rates.

Passengers booked to and from London, Paris, Hamburg, Havre, Bremen, etc., at lowest rates.
NOTE.—The magnificent Ocean Steamships of this line are among the largest and finest in the world, and are celebrated for speed, safety, and comfort. Owing to reduction, rates are now \$15 in Cabin and \$3 in Steerage cheaper than other first-class lines.

For passage to and from London, payable in sight in all parts of Great Britain, Ireland, and in principal cities of Norway, Sweden, Denmark, France, Germany, and Italy, apply to
WALLER & CO., Agents,
No. 204 WALNUT St., just above Second.

THE REGULAR STEAMSHIPS OF THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to and from Philadelphia and New York in connection with South Carolina Railroad Company.

ALFRED L. TYLER,
Vice-President So. C. R. Co.
PHILADELPHIA AND SOUTHERN RAILROAD COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, LA.
The YAZOO will sail for New Orleans, via Havana, on Tuesday, February 8, at 8 A. M.
The JUNIATA will sail from New Orleans, via Havana, on Friday, February 8.

THROUGH BILLS OF LADING at as low rates as any other route going to MOBILE, GALVESTON, INDIANOLA, ROCKPORT, LAVACA, and BRAZOS, and to all points on the Mississippi river between New Orleans and St. Louis. Red river freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.
THE WYOMING will sail for Savannah on Saturday, February 4, at 8 A. M.
The TONAWANDA will sail from Savannah on Saturday, February 4.

THROUGH BILLS OF LADING given to all the principal towns in Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.
The PINNACLES will sail for Wilmington, N. C., on Friday, February 11, at 6 A. M. Returning, will leave Wilmington Friday, February 11.

Connects with the Cape Fear River Steamboat Company, the Wilmington and Weidon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.

Freight received daily.
State Room accommodations for passengers.
Freight received daily.
WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 11

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE TO THE SOUTH AND WEST.
INCREASED FACILITIES AND REDUCED RATES.
Steamers leave every SATURDAY, at 12 o'clock noon, from PIER 19 NORTH WHARVES, PHILADELPHIA, and NORFOLK SATURDAYS.

No bills of lading signed after 12 o'clock on sailing days.
THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad. Freight HANDED BUT ONCE and taken at LOWER RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expense of transfer.
Steamships insure at lowest rates.
Freight received daily.
State Room accommodations for passengers.
Freight received daily.
WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 11

THE ANCHOR LINE STEAMERS
Sail every Saturday and alternate Wednesdays to and from Glasgow and Derry.
Passengers booked and forwarded to and from all railway stations in Great Britain, Ireland, Germany, France, and the Continent, and America as safely, speedily, comfortably, and cheaply as by any other route of line.

"EXTRA" STEAMERS.
IOWA,
TYRAN,
BRITANNIA,
COLUMBIA,
EUROPA,
BRITANNIA.
From Pier 30 North river, New York, at noon.
Rates of Passage, Payable in Currency, to Liverpool, Glasgow, or Derry:—
First cabins, \$65 and \$75, according to location.
Cabin excursion tickets good for three months), securing best accommodations, \$30.

Intermediate, \$35; steerage, \$25.
Certificates, at reduced rates, can be bought here by those wishing to send for their friends.
Drafts issued, payable on presentation.
Apply at the company's offices to
HEDDERLEY BROTHERS,
12 21 (narrow) FOR NEW YORK, VIA DELAWARE and RARITAN CANAL.
SWIFTS' U. S. TRANSPORTATION COMPANY.
DESPATCH AND SWIFTSURE LINES,
Leaving daily at 12 M. and 5 P. M.
The steam propellers of this company will commence loading on the 5th of March.
Goods forwarded to any point free of commission.
Freights taken on accommodating terms.
Apply to
WILLIAM M. BAIRD & CO., Agents,
No. 118 SOUTH DELAWARE AVENUE.

FOR NEW YORK
EXPRESS STEAMBOAT COMPANY.
The Steam Propellers of the line will commence loading on the 5th instant, leaving daily as usual.
THROUGH IN TWENTY-FOUR HOURS.
Goods forwarded by all the lines going out of New York, North, East, or West, free of commission.
Freights received daily.
WILLIAM P. CLYDE & CO., Agents,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 11

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria, Baltimore, the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.
Steamers leave regularly every Saturday at noon from the first wharf above Market street.
Freight received daily.
WILLIAM P. CLYDE & CO.,
No. 14 North and South Wharves.
HYDE & TYLER, Agents at Georgetown; M. ELDREDGE & CO., Agents at Alexandria. 6 11

DELAWARE AND CHESAPEAKE STEAM TOW-BEAT COMPANY.
Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.
WILLIAM P. CLYDE & CO., Agents.
CAPTAIN JOHN LAUGHLIN, Superintendent,
OFFICE, No. 12 South Wharves, PHILADELPHIA. 12 17 (narrow)

SHIPPING.

FOR LIVERPOOL AND QUEENSTOWN.
The Imman Line of Royal Mail Steamers are appointed to sail as follows:—
City of London, Saturday, January 22, at 11 A. M.
City of Antwerp, Saturday, Feb. 4, at 9 P. M.
City of Cork, via Halifax, Tuesday, Feb. 7, at 1 P. M.
City of Brooklyn, Saturday, Feb. 11, at 10 A. M.
and each succeeding Saturday and alternate Tuesday, from pier No. 45 No. 7th river.
By Mail Steamer Sailing every Saturday.
Payable in gold. Payable in currency.
First Cabin, \$75 Steerage, \$25
To London, \$75 To London, \$25
To Paris, \$90 To Paris, \$35
To Halifax, \$90 To Halifax, \$15
Passengers also forwarded to Antwerp, Rotterdam, Sweden, Norway, Denmark, etc., at reduced rates.
Tickets can be bought here at moderate rates by persons wishing to send for their friends.
For further information apply at the company's office.
JOHN G. DALE, Agent, No. 15 Broadway, N. Y.
W. P. OGDONNELL & FAULK, Agents,
No. 409 CHESTNUT Street, Philadelphia.

PHILA DELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE.
THROUGH FREIGHT LINE TO THE SOUTH AND WEST.
INCREASED FACILITIES AND REDUCED RATES FOR 1871.
Steamers leave every WEDNESDAY and SATURDAY, at 12 o'clock noon, from PIER 19 NORTH WHARVE above MARKET Street.

RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.
No bills of lading signed after 12 o'clock on sailing days.

THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad. Freight HANDED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expense of transfer.
Steamships insure at lowest rates.
Freight received daily.
State Room accommodations for passengers.
Freight received daily.
WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 11 11

FOR SAVANNAH, GEORGIA, AND THE SOUTH AND WEST.
GREAT SOUTHERN FREIGHT AND PASSENGER LINE.
CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROAD.
FOUR STEAMERS A WEEK,
TUESDAYS, THURSDAYS, AND SATURDAYS.
THE STEAMSHIPS
SAN SALVADOR, Captain Nickerson, from Pier No. 8 North River.
WM. R. GARRISON, Agent,
No. 5 Bowling Green.

MONTGOMERY, Captain Faircloth, from Pier No. 13 North River.
R. LOWDEN, Agent,
No. 93 West street.

KEO, Captain Dearborn, from Pier No. 16 East River.
MURRAY, FERRIS & CO., Agents,
Nos. 61 and 62 South street.

GENERAL BARNES, Captain Mallory, from Pier No. 36 North River.
LIVINGSTON, FOX & CO., Agents,
No. 88 Liberty street.

Insurance by this line ONE-HALF PER CENT. Superior accommodations for passengers.
Through rates and bills of lading in connection with the Atlantic and Gulf line.
Through rates and bills of lading in connection with Central Railroad of Georgia, at all points.
C. D. OWENS, Agent, No. 229 Broadway.
GEORGE YONGE, Agent, No. 409 Broadway.

WHITE STAR LINE
OCEANIC STEAM NAVIGATION COMPANY'S LINE OF NEW STEAMERS, CALLING AT CORK, IRELAND.
The company's fleet comprises the following magnificent full-powered ocean steamships, the six largest in the world:—
CRANIC, Captain Murray. ARCTIC.
ATLANTIC, Captain Thompson. BALTIC.
PACIFIC, Captain Perry. ADRIATIC.
These new vessels have been designed specially for the transatlantic trade, and combine speed, safety, and comfort.
Passenger accommodations unrivalled.
Fares sent for their friends in the old country can now obtain prepaid tickets.
Other rates as low as any first-class line.
For further particulars apply to
WILLIAM P. CLYDE & CO., No. 12 S. WHARVES and Pier 1 N. WHARVES.
JAMES HAND, Agent, No. 119 WALL Street, New York. 1 20

NEW EXPRESS LINE
TO
ALEXANDRIA, GEORGETOWN, AND WASHINGTON, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria, Baltimore, the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.
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